

Air safety: third-country aircrafts using Community airports, SAFA programme

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The Conciliation Committee reached agreement on the joint text of the directive. The main elements of the compromise were as follows: - the Commission shall publish yearly an aggregated information report, simple and easy to understand, containing an analysis of all information collected in accordance with the various inspection procedures. This information shall also be made available to the industry stakeholders. The report shall also indicate whether there is an increased safety risk to air passengers. With the Commission's backing this provision is expected to result in a 'name and shame' procedure for air carriers which fail to comply with international safety standards; - the Commission will have the power to extend the security measures, such as the imposition of a ban or conditions on operation, taken by one Member State, to the whole Community. The relevant decision shall be taken on the basis of the regulatory 'comitology' procedure and not the advisory 'comitology' procedure, thereby reinforcing the position of Member States in the decision process; - all standard reports and ramp inspection reports shall also be made available, at its request, to the European Aviation Safety Agency (EASA); - the Council accepted Parliament's proposal to shorten the deadline for the transposition of the directive by the Member States from three to two years. It also agreed to cut to four from five years after the entry into force of the directive the time by which the Commission shall report on its application.